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FINDING HIS PLACE

JEREMY VAN HOREBEEK

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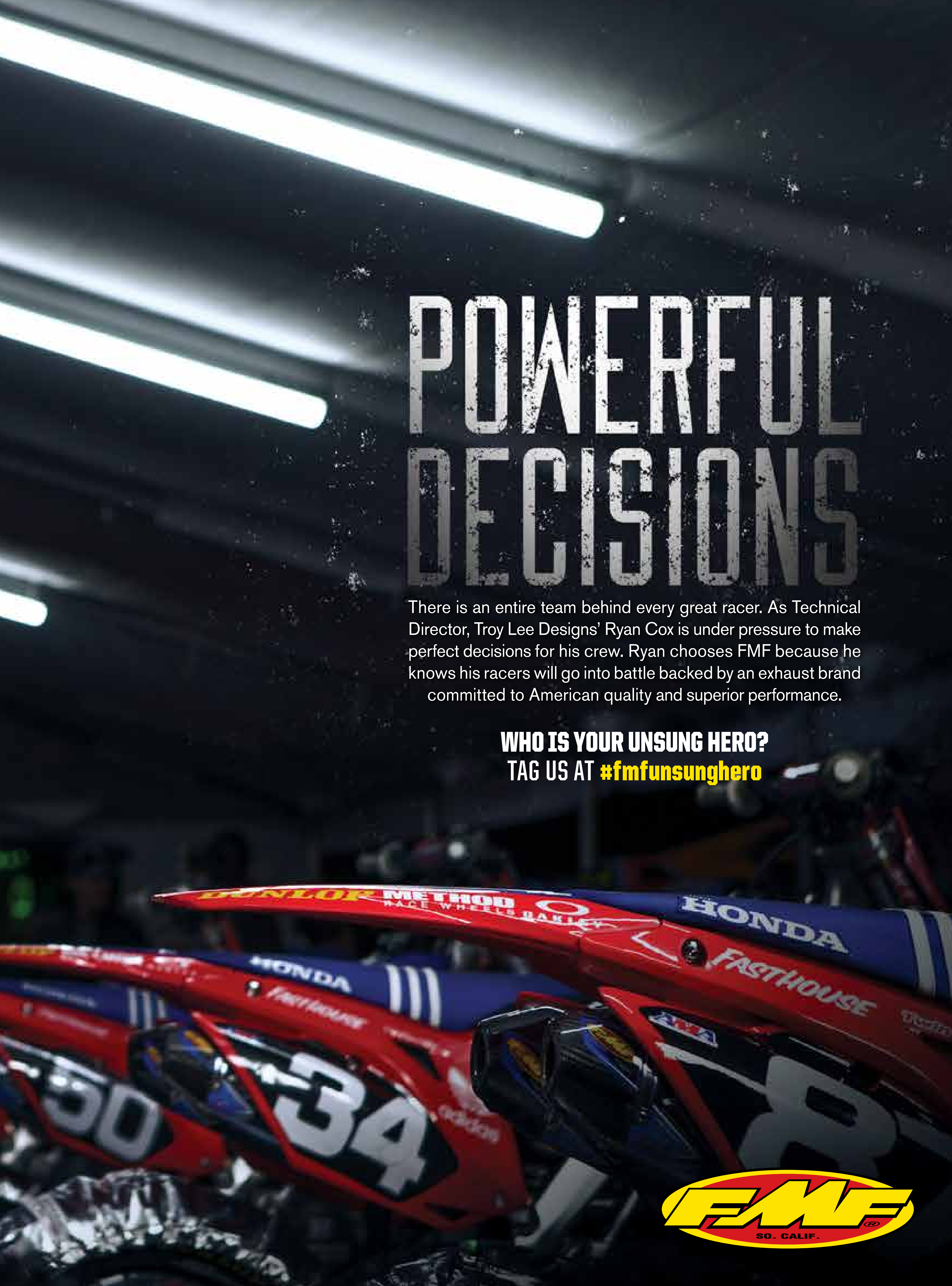
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JEREMY VAN HOREBEEK

FINDING HIS PLACE

STORY BY DAVID BULMER IMAGES MASSIMO ZANZANI

Yamaha Factory rider Jeremy Van Horebeek has been a bit of a surprise in the 2014 MXGP Championships. Putting together podium after podium the Belgian is looking a strong bet to be the biggest challenger to Antonio Cairoli as the season rolls along. Having raced for the Red Bull KTM Factory, and the Monster Energy Kawasaki team it seemed like the move to Yamaha was just another passage in a career that offered at times brilliance, but not often enough.

17th

YAMAHA
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place in 2011 in the MX2 class, followed by a strong third in the 2012 MX2 championship behind Jeffrey Herlings and Tommy Searle, and then his debut season in the MX1 class where he captured seventh position in a field of very strong premier class riders.

Ever since Tinus Nel picked Van Horebeek up in the Vangani KTM team way back in 2007 people have watched and waited for the 24 year old to make his mark. It seems that 2014 is that year.

Motocross Illustrated: Pretty good weekend for you. You must be happy.

Van Horebeek: Yes, again good weekend to me. I work my ass off during the week and it's paying off, so that's good. There is only one key to be on the podium and that's working hard. My team again also, I went to Italy two days of testing to keep making the bike better and better and the bike is awesome. I just need two good starts, not only one. That makes life more easy. First moto I led the few laps so it was pretty special. I'm pumped about that.

Motocross Illustrated: You need good starts as the rest of the field is a good quality field, from 10 onwards it's hard to pass these guys.

YAMAHA
YAMAHA

Van Horebeek: Yeah, but I don't know, it seemed that I was riding good because I came from 11th in the second moto, in the wheel of Clement for 3rd position. I knew if I pass him I was 2nd in the GP, but it's easier said than done. The weather today was my disadvantage for sure. I'm sweating all day and I lost a lot of fluid. But I'm happy to be on the podium again. I hope I can do the same like I did with last year of MX2. I'd like to make podiums every weekend. So I hope I can do it. It's not going to be easy but I'm feeling good and I'm super stoked about my riding.

Motocross Illustrated: You say hard work, but you can't really train for this sort of weather.

Van Horebeek: No, especially in Belgium. If we have 20 degrees (Celcius) it's a good day. Like in Italy sometimes we have 30, so it's different but it is what it is. When we go back to Europe I'm happy about that because I'm a bit over the flying and the jet lag stuff, so I'm happy to stay a little bit in Europe. I think it's going to be an advantage for me because after all the traveling I always feel tired, so maybe it's going to be better for me after this round in Brazil.

Motocross Illustrated: Is it a whole different mentality to do a GP in Europe than doing a GP out here?

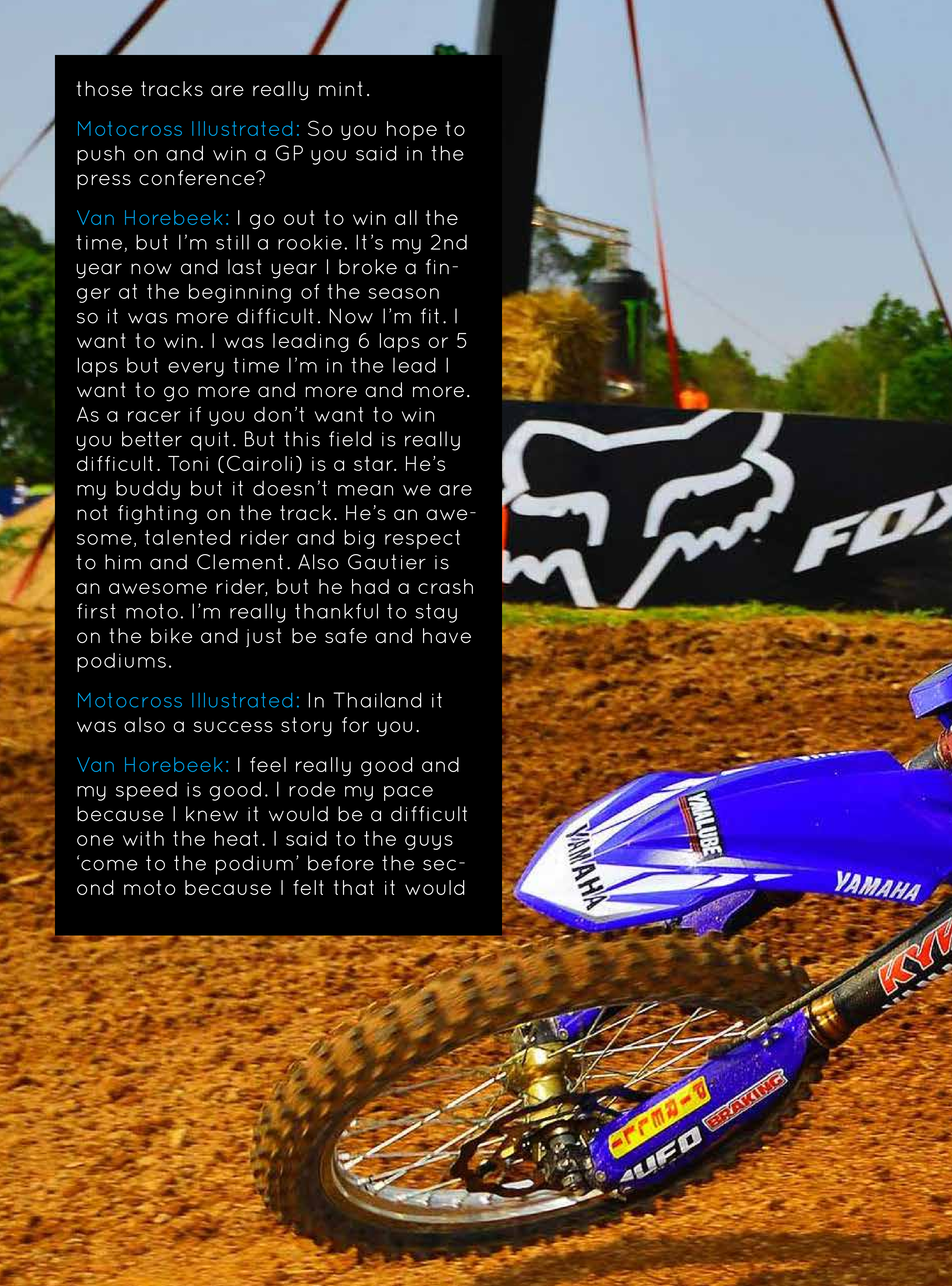
Van Horebeek: The time is different. In Belgium it's dinner time, it's time to sleep almost. So I think we don't realize because we are a few days in it but I think the body is still inside thinking what are you doing? It's definitely more difficult out here. But the thing is here the tracks are awesome. Those three GPs, those tracks are really mint.

Motocross Illustrated: So you hope to push on and win a GP you said in the press conference?

Van Horebeek: I go out to win all the time, but I'm still a rookie. It's my 2nd year now and last year I broke a finger at the beginning of the season so it was more difficult. Now I'm fit. I want to win. I was leading 6 laps or 5 laps but every time I'm in the lead I want to go more and more and more. As a racer if you don't want to win you better quit. But this field is really difficult. Toni (Cairoli) is a star. He's my buddy but it doesn't mean we are not fighting on the track. He's an awesome, talented rider and big respect to him and Clement. Also Gautier is an awesome rider, but he had a crash first moto. I'm really thankful to stay on the bike and just be safe and have podiums.

Motocross Illustrated: In Thailand it was also a success story for you.

Van Horebeek: I feel really good and my speed is good. I rode my pace because I knew it would be a difficult one with the heat. I said to the guys 'come to the podium' before the second moto because I felt that it would



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be a good day. Together with the team we have been working hard and the start in the second moto was evidence of that. Clement passed me but I was there for twenty minutes and felt really good. It was really hot and I started thinking about the podium as the race went on and figured if I felt better at another GP then I might be able to live with the boys more. I think we have done a great job getting this bike working for me. I'm really happy.

Motocross Illustrated: Opening the season your results in Qatar proved to be a good launching pad?

Van Horebeek: Really solid in Qatar, and I'm happy with the Grand Prix. I missed the starts all weekend. I had almost the same speed as the four guys in front of me but to go faster on this track was almost impossible. The bike was really awesome with how we set it up and it's great for the rest of the season. The first one was done and I knew where I was, which is near the front. Just a little bit more work to do on the starts and I knew the podium was not far away.

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YAMALUBE

JEREMY VAN HOREBEEK - PROFILE

Jeremy Van Horebeek is determinedly following in the footsteps of other Belgian motocross giants as the leading light of the current generation in the FIM Motocross World Championship. With Belgium carrying such weighty stock in the sport thanks to names like Geboers, Jobe, Smets and Everts there has been pressure on the shoulders of 'JVH' since he burst onto the Grand Prix scene in 2007 to follow suite and maintain the train of success.

Van Horebeek - 24 years old at the start of the 2014 racing season, his second in the premier class of the FIM competition – completed a five year education at the top and through the MX2 category, celebrating his first Grand Prix success just three campaigns into his career. In 2012 the speed, fitness and experience came together for his most consistent season to-date and JVH finished in the top three in twenty of the thirty-two motos run that year. Recording 10 podiums in his last attempt at MX2 (he had reached the age ceiling of 23 for the class) a switch to MX1 lay ahead and Van Horebeek excelled with more regularity for his second factory ride. The Belgian was a persistent fixture in the top five of the blue ribbon division and on 450cc machinery. He came agonisingly close to a maiden MX1 podium on several occasions but his 431 points (only sustaining two DNFs from thirty-four motos) was ultimately good enough for seventh position in the table – the last ranking of the MX1 era – and was sufficient to convince Yamaha that he was the man to lead development on the new YZ450F in 2014.

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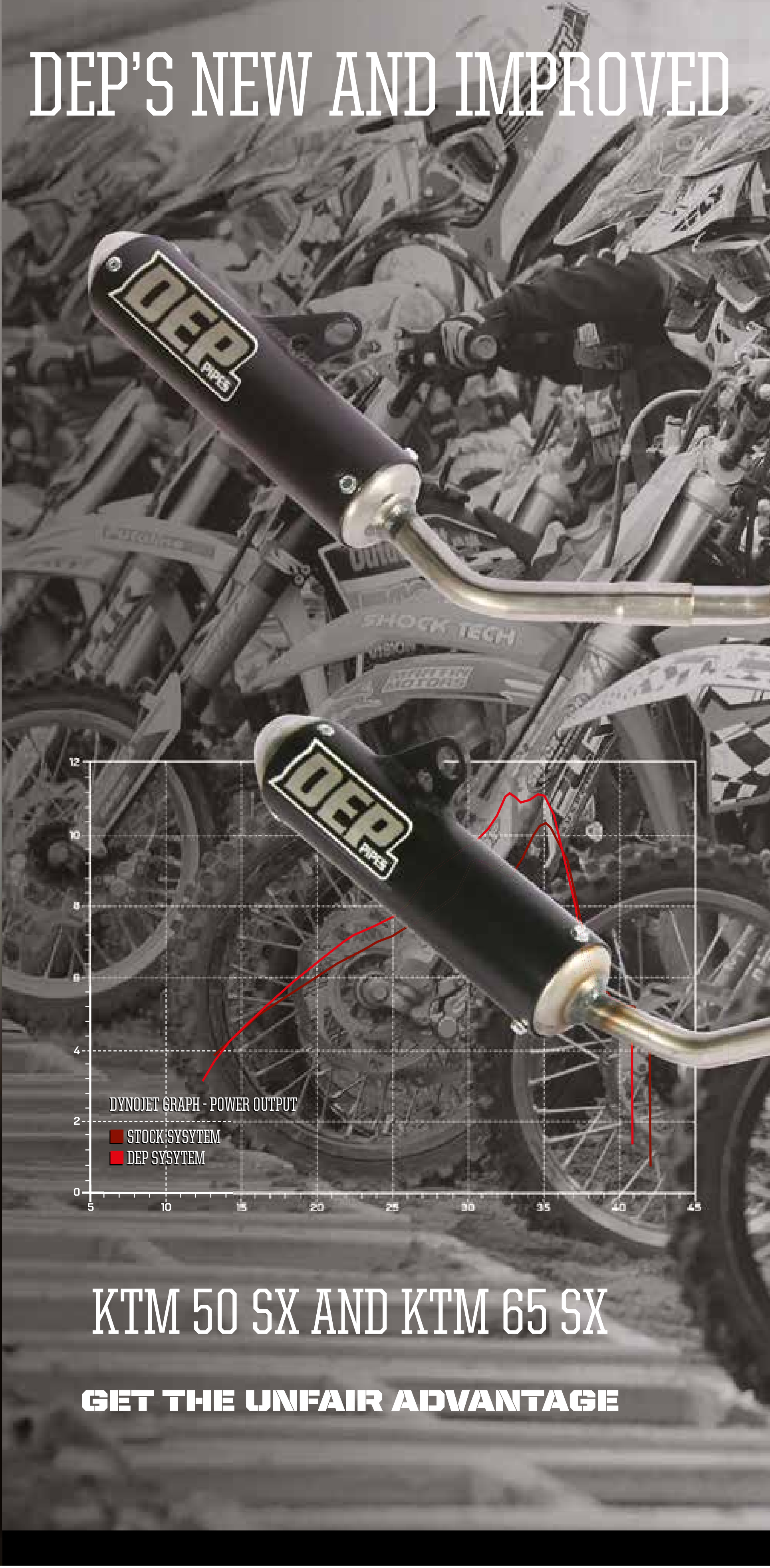

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FIM WORLD MOTOCROSS CHAMPIONSHIPS 2014

GLOBAL WARMING

STORY GEOFF MEYER IMAGES RAY ARCHER AND SUZUKI

It is easy to look at the first three rounds of the 2014 FIM World Motocross Championship and be amazed how the sport is growing. The Grand Prix series has always gone to exciting places, diverse and exotic, but you couldn't ask for more diversity than these three rounds.

After a month of long flights, heavy suitcases and changing one hotel after another the first three rounds of the FIM World Motocross Championships have been run, and anyone who has been involved can only look at it one way. A huge success for the sport and while fuel issues did dampen an otherwise brilliant Grand Prix of Thailand it is hard to not look back on the last month with a feeling of satisfaction. First for the riders who made the trek around the World, also the mechanics, media and most of all the teams who put huge amounts of money into this series.

For us at Motocross Illustrated it was more pleasure than pain as we ventured to all three races, the first two myself and the third our on the road reporter David Bulmer.

While the AMA Nationals in America has some really big names and beautifully prepared circuits, and of course a consistent feel about it, the FIM World Motocross Championships often run many different types of terrain, cultures and changing weather conditions. Of course running a World title, in 16 different countries isn't easy.

Grand Prix One - Doha, Qatar

When we arrived in Doha, Qatar in 2013 we were excited to visit a new city and driving in at night the city lights made the visit seem all the more exciting. Of course Doha itself is not a city of adventure, more a pleasant stop on the way to the track. Nightlife was hard to find and costly. While the city itself didn't offer too much in the partying stakes, the Grand Prix of Qatar was huge, first in 2013 but even bigger in 2014. A well prepared circuit, major improvement to the lighting and an atmosphere that just made this GP really fun to be around.

Unlike the start of most major MX series there wasn't the nerves, or the anticipation, it was more like a holiday week for everyone, riders, mechanics, team owners, media, Youthstream crew and the small amount of spectators that flew across for the race.

With sub-par performances from the Red Bull KTM Factory riders Antonio Cairoli and Jeffrey Herlings it made the GP interesting. The performance by Max Anstie was special, as was the run by many of the young MX2 riders.

Grand Prix Two - Si Racha, Thailand

With the Saturday night show over in Qatar everyone packed their bags and set out off to Bangkok, Thailand. Now I love this country, as much for the culture as for the stunning looking ladies walking the streets. With a few days before the GP of Thailand started the paddock people visited some of the beautiful area's of this magnificent country. Be it Bangkok, Pattaya or some secluded island everyone arrive at the Si Racha circuit with an interesting story.

This was a huge adventure for everyone in the GP paddock, some liked it, some didn't, but those that opened their eyes and took in

this amazing country, then they were the lucky ones. Thailand is a place where the gentle Thai's make you feel welcome, be it in Bangkok, or Pattaya where the majority of GP paddock people stayed.

As for the GP, another good event. Well organized, a good track and enthusiastic promoter. The crowd was down a little compared to Europe, and it is hard to know if we will return in 2015. I sure hope so, because the event, the country and the whole vibe about Thailand was great.

Grand Prix Three – Beta Carrero, Brazil

Brazil unfortunately I didn't visit, but as mentioned we had David Bulmer there and he was totally blown away with the whole Brazilian experience. As everyone knows the circuit is one of the best in the World when it's dry and this year it remained rather dry for most of the weekend.

The country itself isn't one of my favourites, but seeing images of the beachside hotels, and amusement parks, and talking to people who went, the whole trip seemed as fun as you could have. Like Thailand the opportunities for a good meal was everywhere and the temperatures also made it nice to be alive.

Brazil will run two Grand Prix's in 2014 and I for sure won't miss the second one. While it is inland and not as beautifully situated as Beto Carrero, the second last round of the 2014 FIM World Motocross Championships set for the state of Goias will also include a very fanatical crowd and beautiful weather.

No matter what results came out of Qatar, Thailand and Brazil, it was a perfect start to what is turning into an interesting season.

And what about the stunning turn-around by the MX2 class in 2014. Last year labelled the poor class of World Motocross by many, yet this year the talent pool of the MX2 class is bursting open with young riders looking towards their place on the World scene.

Arnaud Tonus has already won a Grand Prix and looked strong in the opening three rounds. The rider from the Monster Energy CLS Kawasaki team spent two years in the wilderness with injuries and now back fully fit he is on fire.

Rockstar Energy Suzuki rider Glenn Coldenhoff is also showing signs of big things and while the 2014 season has seen him make big improvements I can’t wait to see him racing the 2015 MXGP class. I get the feeling he has the mental strength and technical skills to really do something in the coming years.

What about the opening moto brilliance of Dylan Ferrandis. Another of the Monster Energy CLS Kawasaki riders and his form is solid, and like both Tonus and Coldenhoff has more than enough natural talent to shine in the future.

Of course nobody could mention the MX2 class without mentioning the wild child of the class, Max Anstie of the Bike It Yamaha team. His Qatar interview with Vurbmoto journalist David Bulmer brought a lot of attention to the FIM World Motocross Championships and his performance in the second round in Thailand didn’t disappoint anyone.

These are the big four when it comes to the MX2 class, but others are waiting for their shot. Romain Febvre, Alexandr Tonkov, Jordi Tixier, and Jose Butron are also impressive.

Whatever Jeffrey Herlings decided to do in 2015 these guys will be legitimate shots at winning more GP’s and possibly even fighting for a World title.

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Ken Roczen

HIS BEST OF SX

STORY GEOFF MEYER IMAGES SIMON CUDBY

Ken Roczen of the Red Bull KTM Factory team has always been special, from the moment he jumped into the FIM World Motocross Championships and battled straight away with soon to be World MX2 Champion Marvin Musquin. Roczen has been a winner a couple of times in 2014, pretty special for a guy in his debut season with the big boys. His fourth place in the series until now with 235 points is also impressive. Still though Roczen was born to win and you can be sure he isn't happy with being nearly 60 points behind Ryan Villopoto in the series points.

While the opening round at Angel Stadium in Anaheim proved the perfect start to 2014, it hasn't always gone to plan. In Indianapolis and Detroit he scored just one point and while victories in Anaheim and Atlanta made his season bearable, its those lost points that cost him any chance of running with Villopoto until the very end.

He has been on the podium seven times from 14 races, which in itself is a great effort.

Motocross Illustrated: Anaheim 1, it was just the way any rider wants to start his season.

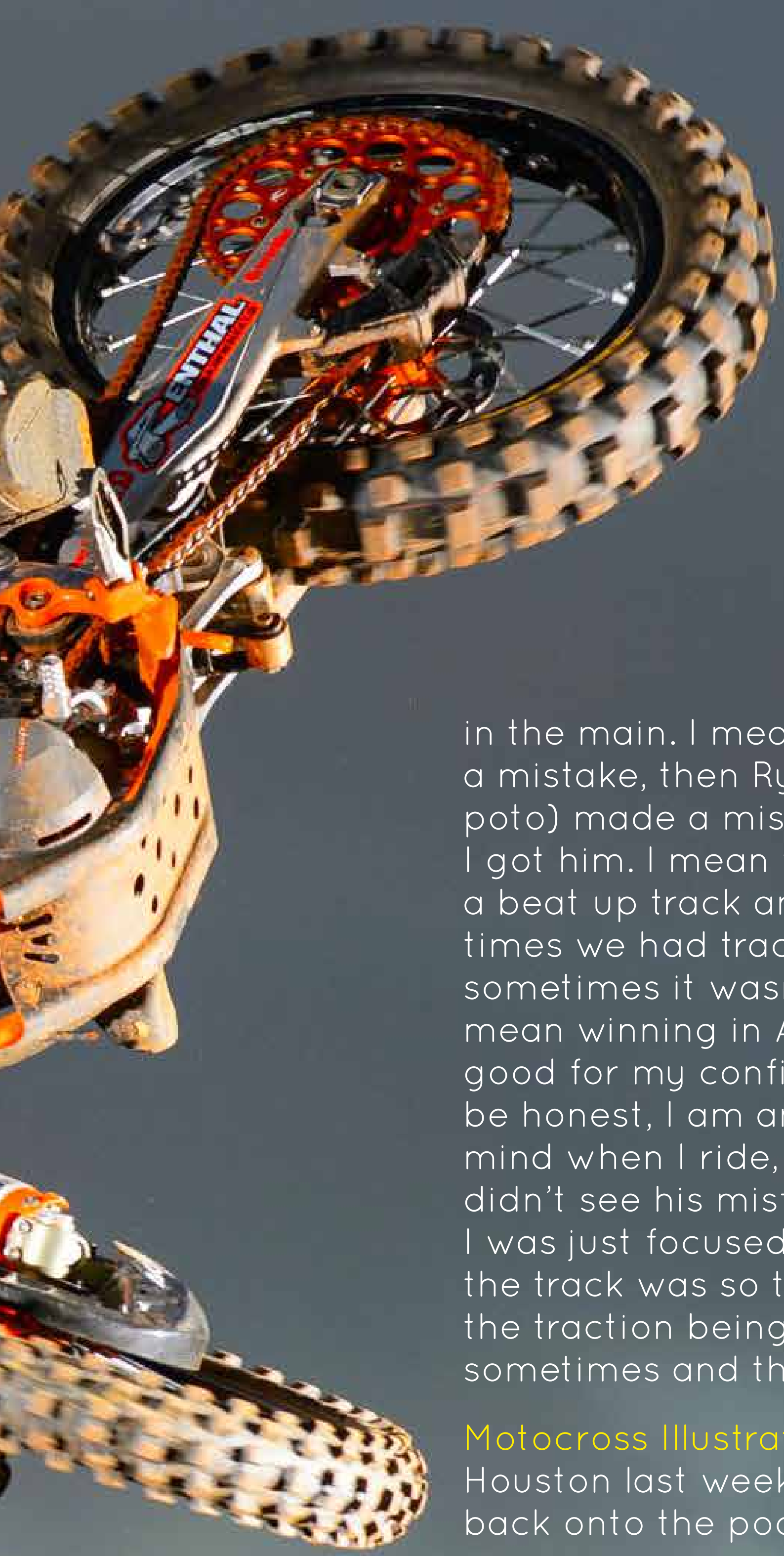
Roczen: Winning A1, I couldn't believe it. I had a good start and was right behind Ryan (Villopoto) and I had a bit of arm pump, riding tight. I mean he went down and I had the lead, and then I heard James coming and bummer he went down. It was the first race and was super happy to be in that position. I also won at Anaheim in the 250 class, so that was nice to win on the 450.

Motocross Illustrated: How did you feel with your speed compared to that of Villopoto and Stewart?

Roczen: I think in some spots Ryan was faster than me and some places I was quicker than him. I felt content. The pace was easy and I don't know why I was holding on so tight. For sure it was important to study my bad things than my good things. I mean some parts of the track other people did differently and I could learn from that sometimes.

Motocross Illustrated: Then you get another win in Atlanta. Tell us about that?

Roczen: Atlanta was a good one, I got on the podium with a win. I struggled all day, but was just glad to pull it off



in the main. I mean I made a mistake, then Ryan (Villopoto) made a mistake, and I got him. I mean we had a beat up track and sometimes we had traction and sometimes it wasn't there. I mean winning in Atlanta was good for my confidence. To be honest, I am an empty mind when I ride, I almost didn't see his mistake and I was just focused because the track was so tricky, with the traction being there sometimes and then not.

Motocross Illustrated: At Houston last week you got back onto the podium.

Roczen: It felt great to get back on the podium. I never was able to jump the quad that the lead riders were doing so I lost some time to them, but I am happy overall with the way I rode. I'm starting to test a lot more for outdoors coming up and I feel like it is making me stronger and will help me near the end of the season.

Motocross Illustrated: Obviously racing in the 450 class you are riding different tracks to what you were used to in the West Coast 250 class. How was that?

Roczen: The tracks are very different, some tracks are soft and rutty, and I never had to deal with that in the 250 class. I mean in 2012 it was never that bad and most of the time I was on the West Coast and on the West Coast it is sometimes like concrete.

Motocross Illustrated: An issue with a rock in your chain or something dropped you badly in one of the rounds. How frustrating was that?

Roczen: I could have happened to anyone. I didn't even see the rock, but then all of a sudden the bike started going again. My guess is it was a little rock or something and it fell out.

Motocross Illustrated: How have you felt with your condition in the 450 class?

Roczen: The 450 class is good. My body feels awesome, I haven't always felt comfortable, I struggled a little with that sometimes, and I was ready for a long season. In Toronto I felt the track was really good and I expected good traction. I couldn't wait to get out and ride it. Some of the tracks I have really enjoyed.

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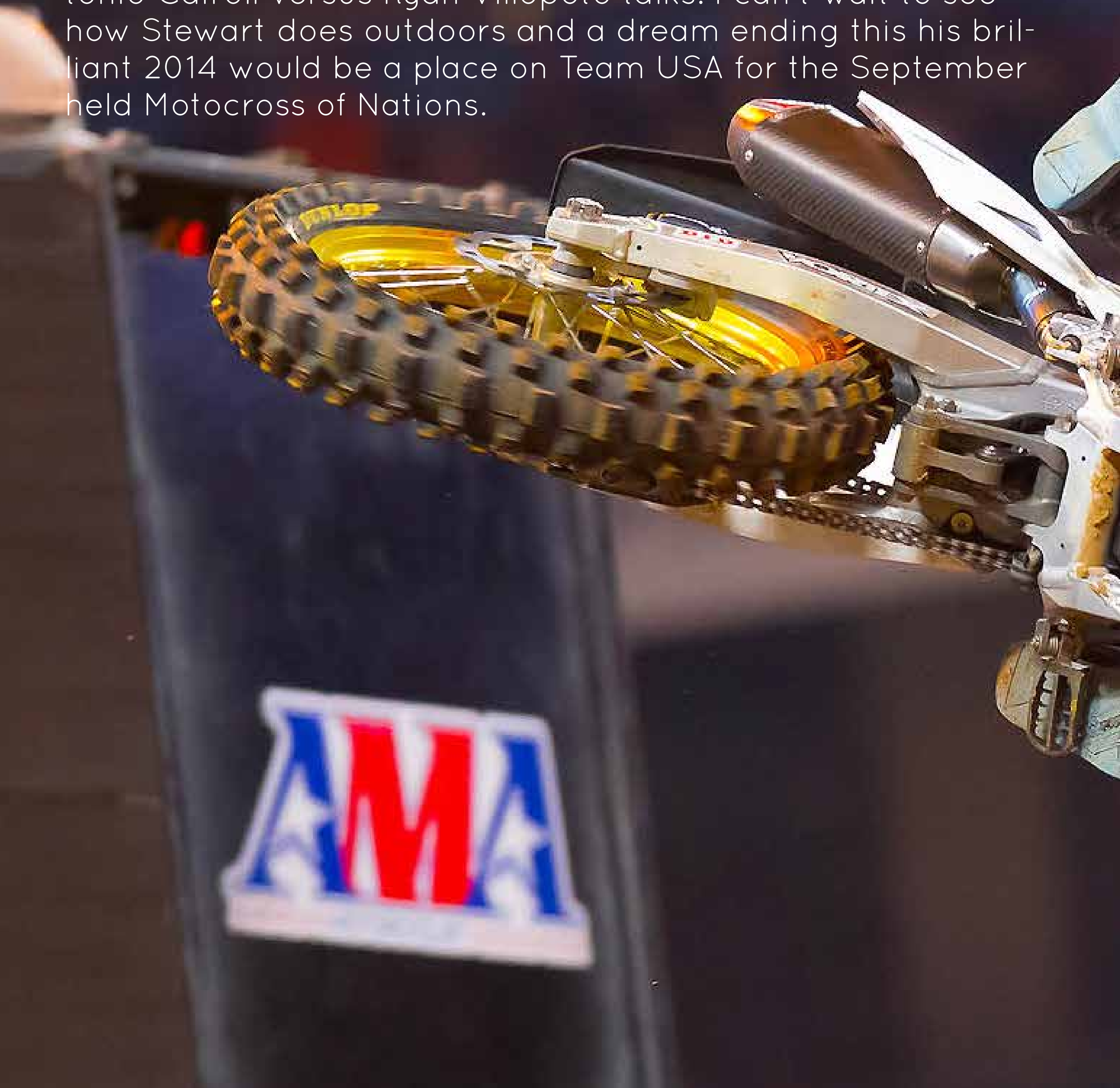
STORY GEOFF MEYER IMAGES SUZUKI

While James Stewart might not have taken a victory last weekend in the AMA Supercross Championship his season to date has just been inspiring. Once the fastest man on the planet is suddenly moving closer to being included in the Antonio Cairoli versus Ryan Villopoto talks. I can't wait to see how Stewart does outdoors and a dream ending this his brilliant 2014 would be a place on Team USA for the September held Motocross of Nations.



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"I have really enjoyed this season to date. I mean I have the speed and I knew that all along. To be winning some of these races the way I am winning them gives me a lot of confidence."

"I don't know what's best, winning Toronto or St Louis? Canada was obviously-special but to win again St Louis, in a different country, and to get a milestone like 50 race wins is unbelievable. I've got to give-it-up to the Yoshimura Suzuki team because we kind of had some issues all day but they came through for me in the Main Event. I feel like we're riding really great and the Yoshimura Suzuki RM-Z450 was working amazing; especially through the whoops. It was a tough race and everybody was riding really good. But I was able to get in the lead and keep it going. Now we'll just get ready for Houston and see if we can get another win there."

Houston was a little rougher than he might have hoped after a virus ruined what could have been the triple treat for the American legend.

"Last week was a rough week for me. I just had some kind of stomach bug and I've been feeling pretty weak. I felt good enough to travel to Houston, but I started feeling worse as the day went on. I rode the first untimed practice and the second timed

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session, but I was only able to ride two laps because I was feeling so bad."

"In the heat race, I got a decent start and was able to pass for the lead but by the second lap, I was just done," said Stewart. "I had no energy, I felt really weak and I made a few mistakes, but I was able to win. Afterwards, I went back to the pits to try to recover and we were debating whether it was safe to go out and race the Main. I wanted to, so I went out and got an OK start and made my way up to fifth and just salvaged everything I could. I'm happy with fifth, considering how I'm feeling. And I'm really happy about moving up to second in the points. Now I just want to get healthy and come back next weekend. We have three races left and I want to go out and get three wins. I still feel good as far as riding goes; I just have to get healthy now."

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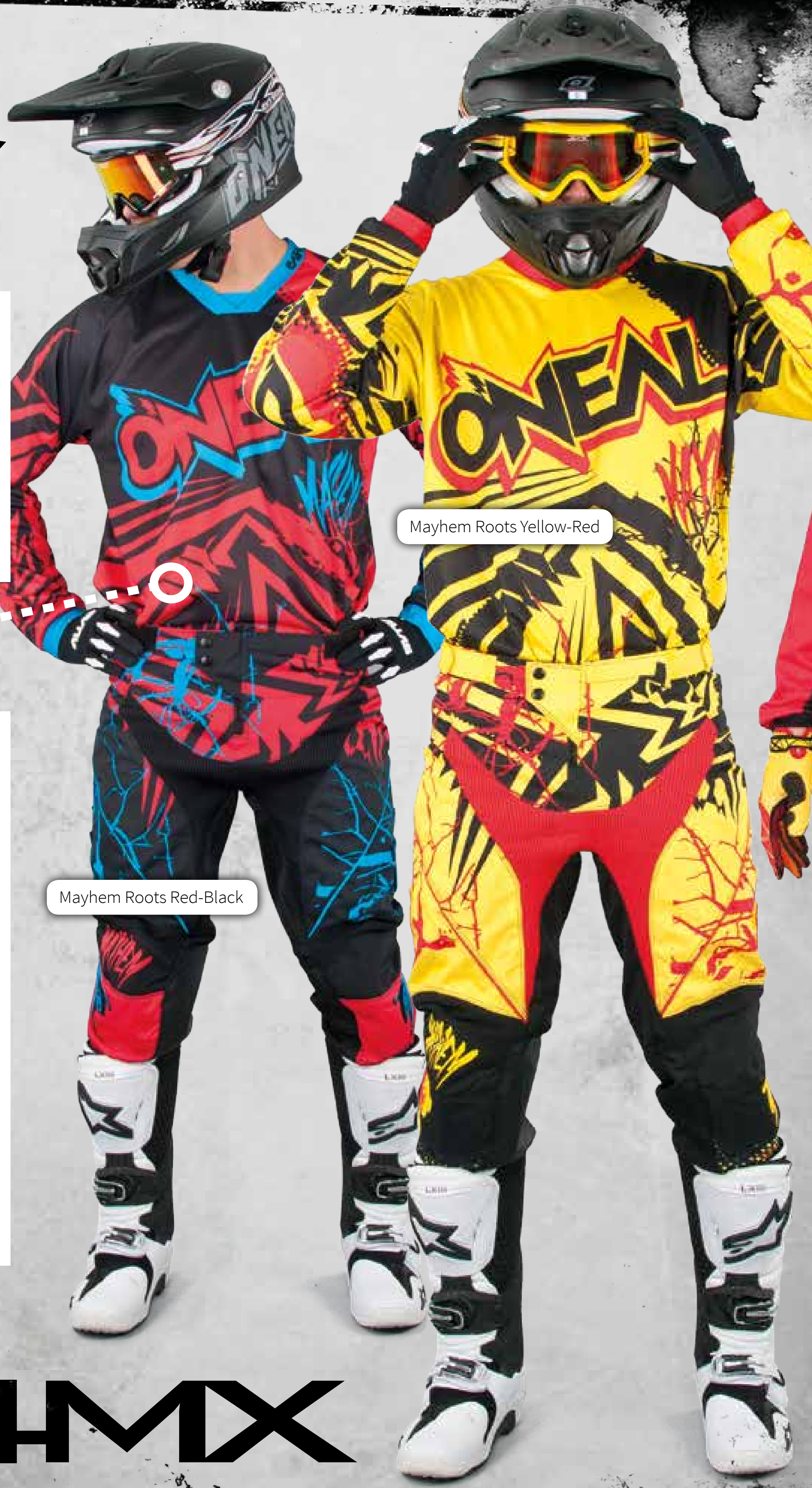
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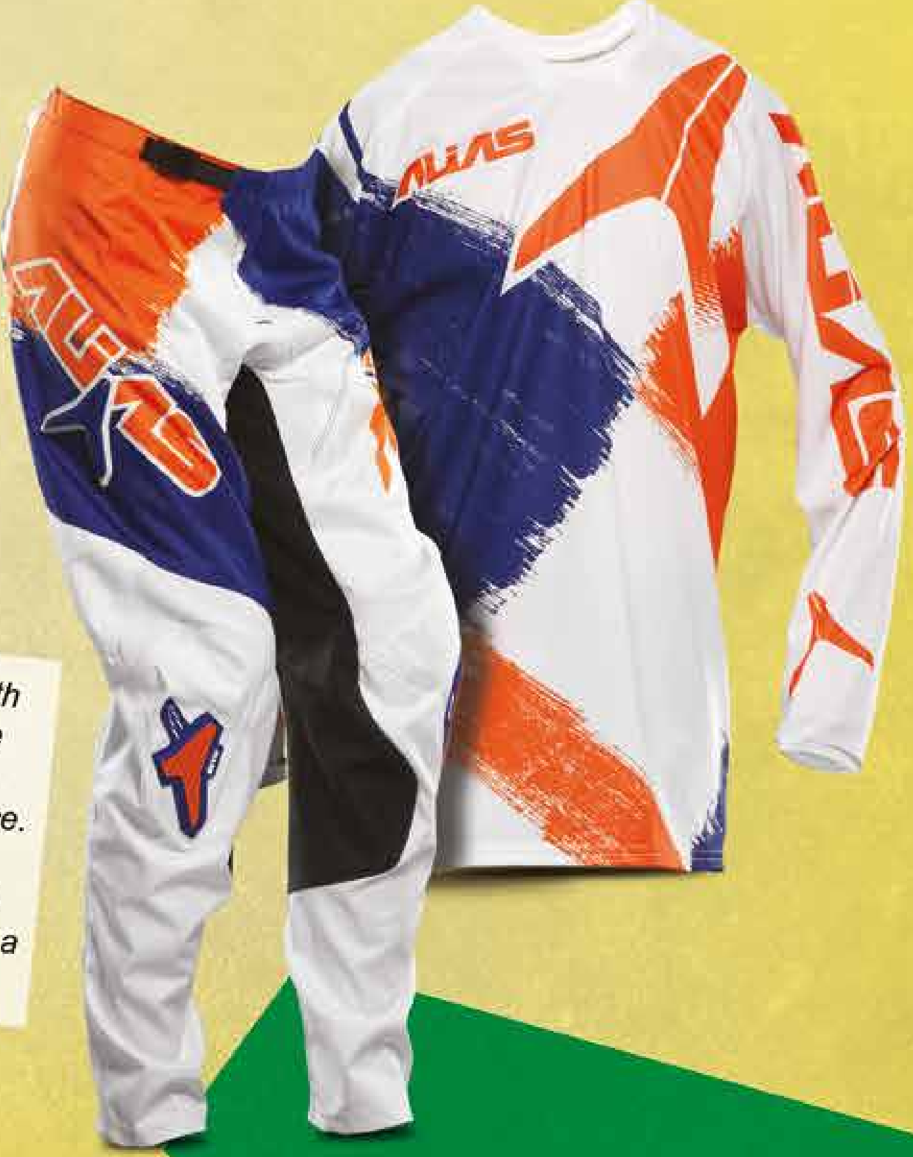
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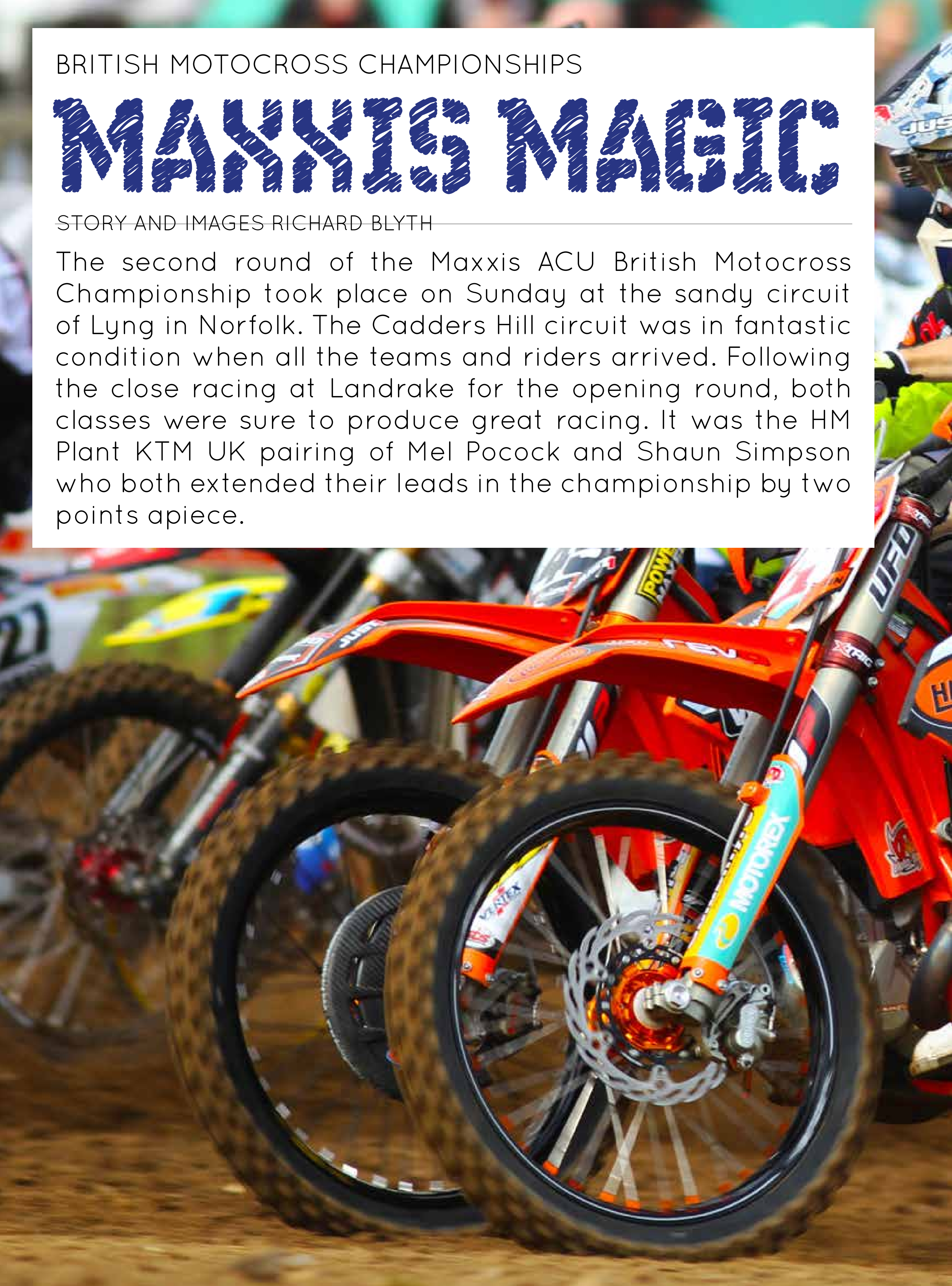
MAXXIS MAGIC

STORY AND IMAGES RICHARD BLYTH

The second round of the Maxxis ACU British Motocross Championship took place on Sunday at the sandy circuit of Lyng in Norfolk. The Cadders Hill circuit was in fantastic condition when all the teams and riders arrived. Following the close racing at Landrake for the opening round, both classes were sure to produce great racing. It was the HM Plant KTM UK pairing of Mel Pocock and Shaun Simpson who both extended their leads in the championship by two points apiece.



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However, both had to fight hard to retain their red plates with only one moto win between them!

In the MX2 class Mel Pocock recorded results of 2-2-3 with his main challenger for the title, Matiss Karro on the Wilvo Forkrent KTM taking a pair of race wins following a crash filled opening moto which resulted in a ninth place finish. That poor opening race result saw Karro have to settle for second overall, after winning a tie break with Neville Bradshaw on the Putoline Apico Honda who went 3-3-2. Wilvo Forkrent KTM team mate Adam Sterry also took his first Maxxis race win but unfortunately wasn't able to back it up to gain his first podium spot and finished fourth overall.

The MX1 class saw Shaun Simpson and Jake Nicholls on the Wilvo Forkrent KTM go head to head while being head and shoulders above the chasing pack. Simpson came through the pack in the opening race to take victory in front of a large gallery of spectators and backed this up with two solid second places. Nicholls then went onto win the second race encounter after finishing second in the first race and a third in the final race, but neither had any answer to Dantec Husqvarna UK rider Nathan Watson in the final moto who opened up a comfortable lead by half distance and controlled the race from the front.

Reigning champion Kristian Whatley on the MBO Sport ASA Scaffolding Yamaha struggled in the deep Norfolk sand but nevertheless scored 3-9-5 finishes to take the third step on the podium.

Lyng also marked the opening round of the MXY2 championship where Ireland's Jason Meara took victory in both races on the Norman Watt Motorcycles Kawasaki ahead of St Blazey MX Amped Honda of Josh Gilbert in second overall and Oliver Osmaston in third overall.

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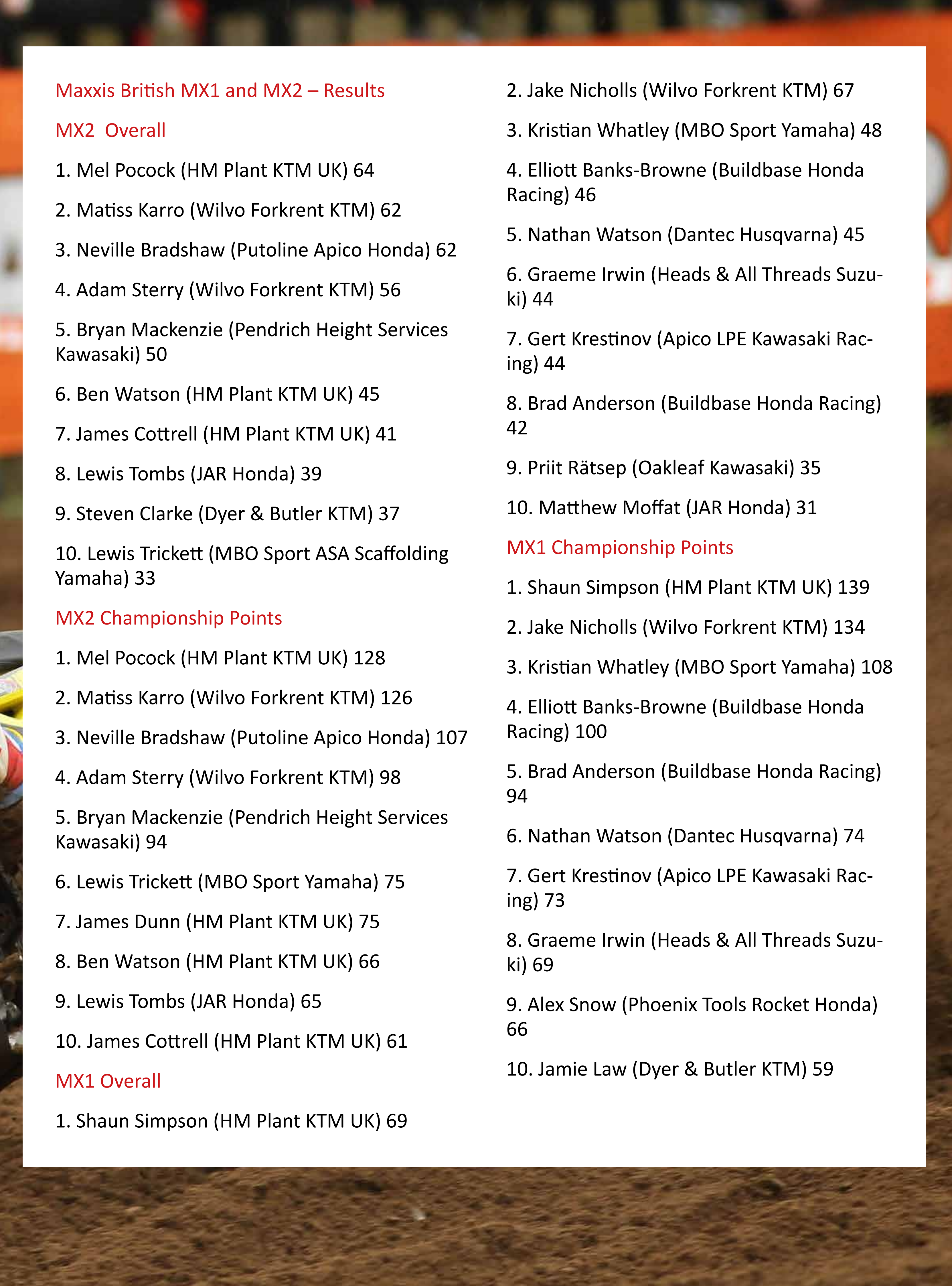

Maxxis British MX1 and MX2 – Results

MX2 Overall

1. Mel Pocock (HM Plant KTM UK) 64
2. Matiss Karro (Wilvo Forkrent KTM) 62
3. Neville Bradshaw (Putoline Apico Honda) 62
4. Adam Sterry (Wilvo Forkrent KTM) 56
5. Bryan Mackenzie (Pendrich Height Services Kawasaki) 50
6. Ben Watson (HM Plant KTM UK) 45
7. James Cottrell (HM Plant KTM UK) 41
8. Lewis Tombs (JAR Honda) 39
9. Steven Clarke (Dyer & Butler KTM) 37
10. Lewis Trickett (MBO Sport ASA Scaffolding Yamaha) 33

MX2 Championship Points

1. Mel Pocock (HM Plant KTM UK) 128
2. Matiss Karro (Wilvo Forkrent KTM) 126
3. Neville Bradshaw (Putoline Apico Honda) 107
4. Adam Sterry (Wilvo Forkrent KTM) 98
5. Bryan Mackenzie (Pendrich Height Services Kawasaki) 94
6. Lewis Trickett (MBO Sport Yamaha) 75
7. James Dunn (HM Plant KTM UK) 75
8. Ben Watson (HM Plant KTM UK) 66
9. Lewis Tombs (JAR Honda) 65
10. James Cottrell (HM Plant KTM UK) 61

MX1 Overall

1. Shaun Simpson (HM Plant KTM UK) 69
2. Jake Nicholls (Wilvo Forkrent KTM) 67
3. Kristian Whatley (MBO Sport Yamaha) 48
4. Elliott Banks-Browne (Buildbase Honda Racing) 46
5. Nathan Watson (Dantec Husqvarna) 45
6. Graeme Irwin (Heads & All Threads Suzuki) 44
7. Gert Krestinov (Apico LPE Kawasaki Racing) 44
8. Brad Anderson (Buildbase Honda Racing) 42
9. Priit Rätsep (Oakleaf Kawasaki) 35
10. Matthew Moffat (JAR Honda) 31

MX1 Championship Points

1. Shaun Simpson (HM Plant KTM UK) 139
2. Jake Nicholls (Wilvo Forkrent KTM) 134
3. Kristian Whatley (MBO Sport Yamaha) 108
4. Elliott Banks-Browne (Buildbase Honda Racing) 100
5. Brad Anderson (Buildbase Honda Racing) 94
6. Nathan Watson (Dantec Husqvarna) 74
7. Gert Krestinov (Apico LPE Kawasaki Racing) 73
8. Graeme Irwin (Heads & All Threads Suzuki) 69
9. Alex Snow (Phoenix Tools Rocket Honda) 66
10. Jamie Law (Dyer & Butler KTM) 59

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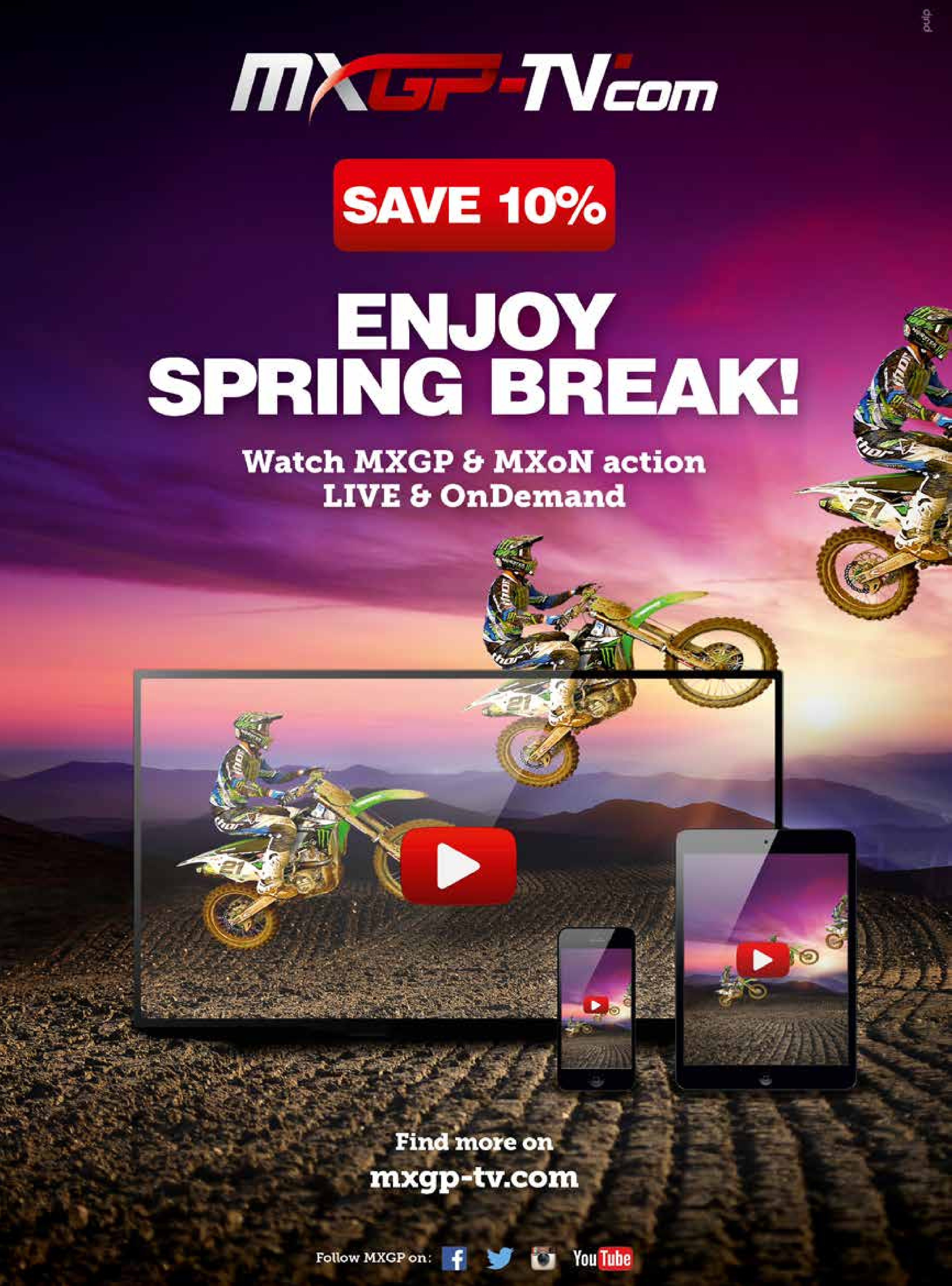
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Jordi Tixier

TURMOIL IN 2014

For Red Bull KTM Factory rider Jordi Tixier the start of the 2014 FIM World MX2 Championship is pretty similar to this 2013 adventure. No doubt there is a lot of pressure being in the biggest Motocross team in the World, the team that has dominated the MXGP and MX2 Championship for some time now.

Starting the season with 7-7 results in Qatar was disappointing for the Frenchman, who finished second in the World to Jeffrey Herlings in 2013. Unfortunately it hasn't gotten much better since round one in Qatar.

Holding down eighth place in the MX2 series points after three round is not where he hoped to be when the season started in Qatar a month ago, with his best result coming in round two in Thailand when he went 5-6 for 31 points and seventh overall. Tixier also suffered from an injury in Thailand, which didn't help his cause.

"I did get good starts in Thailand, and my first laps were not so bad, but after about 15 minutes the pain was too bad. I tried to find a solution but it was not enough to keep me fit for the entire race. I just did my best and gave all I could. I had a similar start to the season in 2013 but came back strong to finish second overall, so I am confident for the season ahead."

With Jeffrey Herlings out of the Grand Prix of Brazil last week the pressure mounted as Tixier would have been expected to fight for the GP victory, however that wasn't even close to being the case as he battled with the circuit and big crashes.

"I never had a good feeling for the track right through this weekend and I also didn't have the speed. I crashed three times in each race and twice I finished twelfth so I am really disappointed. In practice I am good but I am not so good in the race so it is something in my head I have to try to sort out."

Now Tixier heads to Italy and the hard-pack of Arco Di Trento. This is a circuit he can ride well, having finished with second to Herlings with 2-4 results, so the negative can change to a positive very quickly for Tixier. He followed Arco Di Trento with 2-2 results in Bulgaria, which is of course the next round after Italy.

What Tixier does seem to need to work on is his mental approach as the 2014 version of the MX2 class is a lot stronger than the 2013 version and if he is not mentally stronger this year, then its going to be tough to climb up from that eighth place he presently holds and the 33 points he is behind second placed man Glenn Coldenhoff.

Adding to the pressure is the fact Jeffrey Herlings is still in danger of being ruled out of the season if his shoulder doesn't respond to rest. There are a handful of MX2 riders who are awaiting the chance to fight for a World title, and Tixier needs to be ready for that challenge. Arco De Trento will give everyone the final answer if he can handle the pressure or not.

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Rui Goncalves

THE NICE GUY

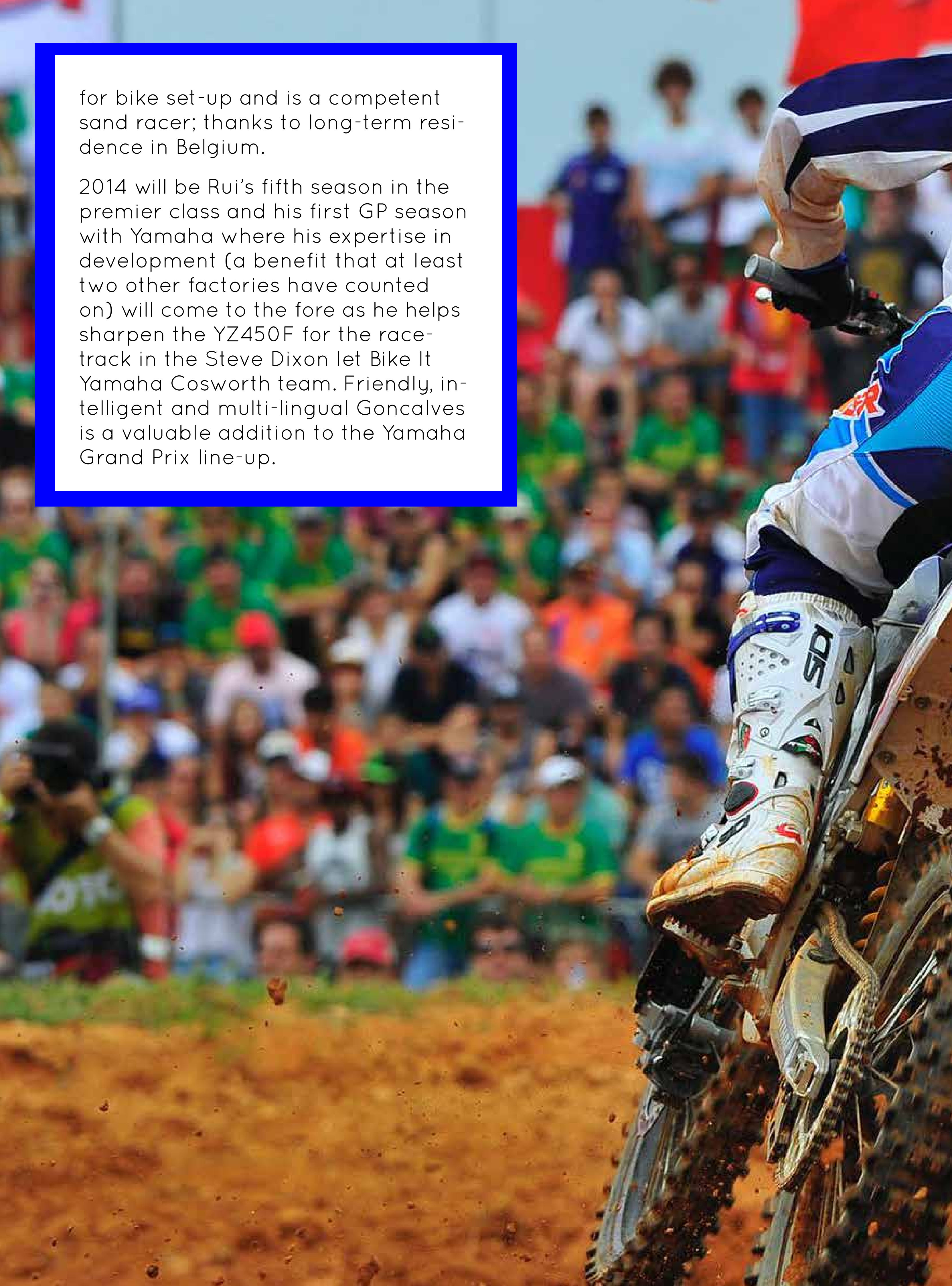
When it comes to nice guys in the MXGP paddock Rui Goncalves stands out os possibly the nicest of the group. Always with a smile and a welcoming hand shake the rider from Portugal continues to fight for his place inside the top ten of the toughest Motocross series in the World.

Story and images by Yamaha

Rui Gonçalves is one of the top motorsport athletes from Portugal and among a strong off-road racing community where Enduro and Rally have a notable pedigree. The veteran of 125/MX2 and MX1 racing (now MXGP) achieved distinction with an emotional home Grand Prix victory at Agueda in 2009, the same year that he rode to second place in the MX2 FIM Motocross World Championship; the first Portuguese to do so in the long history of the sport.

Rui's link with Yamaha goes back even further, right to the beginning of his career where some rapid appearances on a YZ125 initially caught the eye and earned titles at junior and senior national levels. Goncalves was a slow-burner but improved his standing year-upon-year to eventually reach a peak in that momentous 2009 term. With four Grand Prix triumphs to his name, Gonçalves is renowned as a fast starter, a precise and fluid rider with a delicate feel for bike set-up and is a competent sand racer; thanks to long-term residence in Belgium.

2014 will be Rui's fifth season in the premier class and his first GP season with Yamaha where his expertise in development (a benefit that at least two other factories have counted on) will come to the fore as he helps sharpen the YZ450F for the racetrack in the Steve Dixon let Bike It Yamaha Cosworth team. Friendly, intelligent and multi-lingual Goncalves is a valuable addition to the Yamaha Grand Prix line-up.



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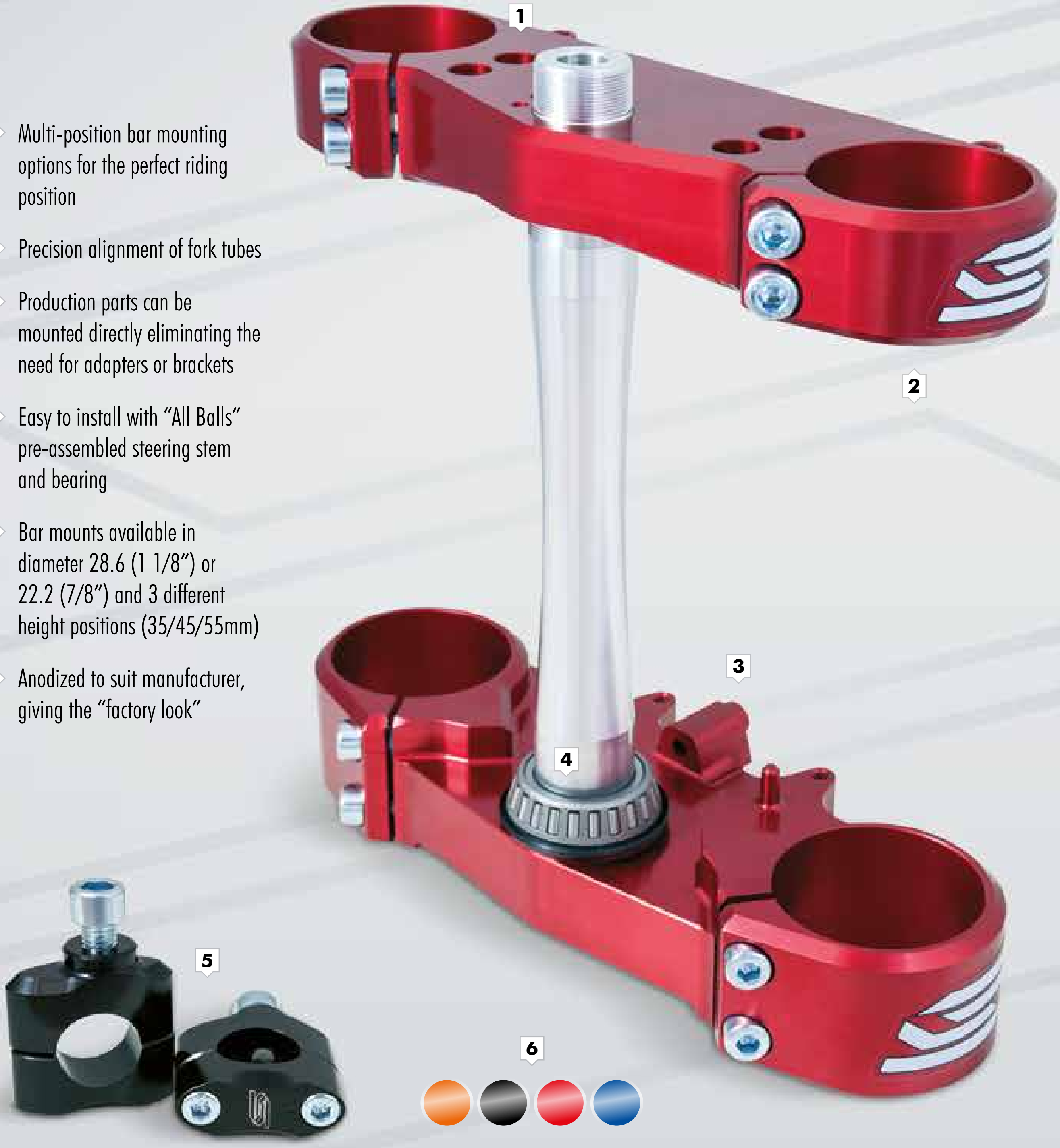

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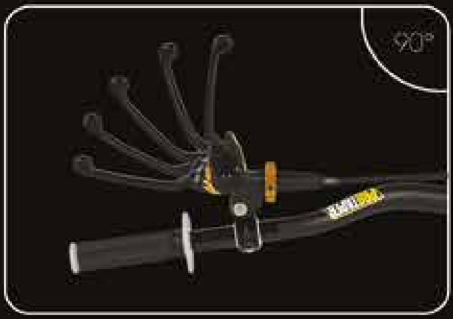

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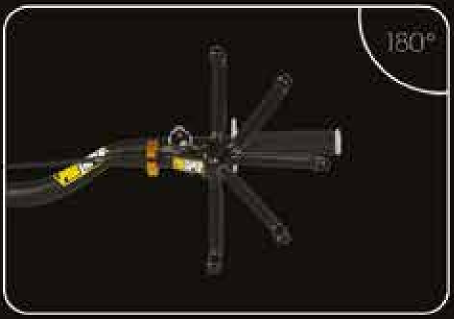

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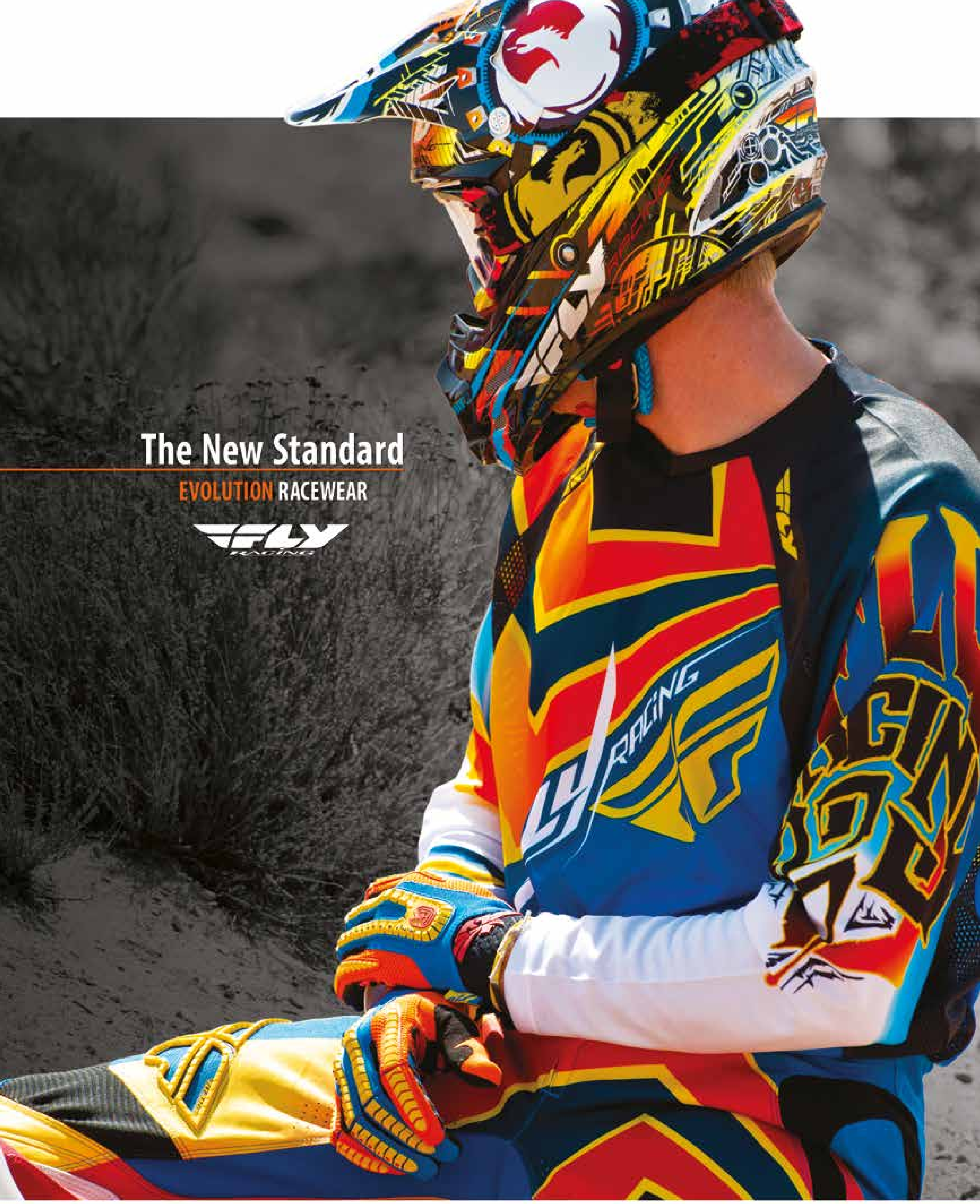
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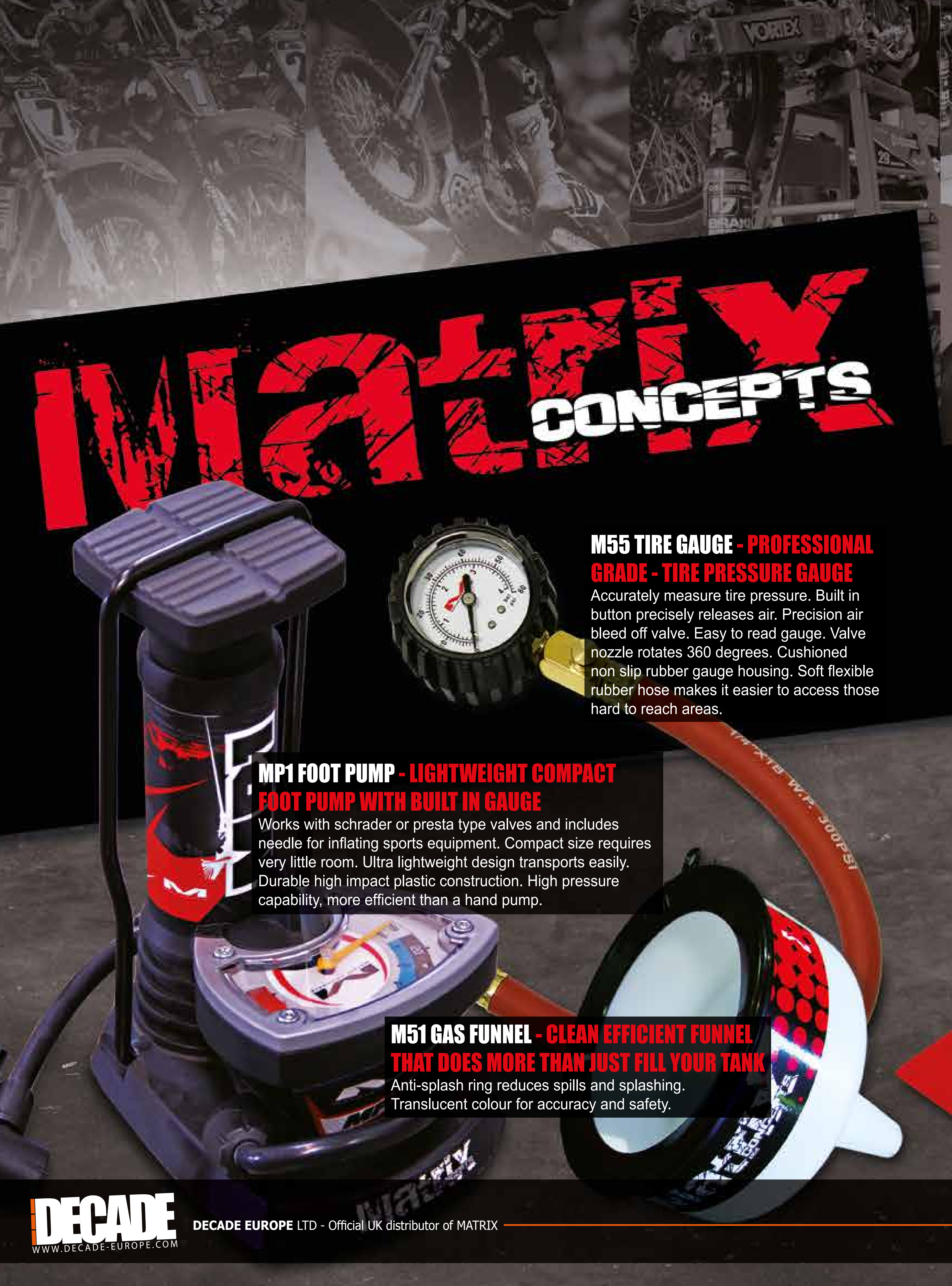

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M22 EXHAUST PLUG - DURABLE SILICONE EXHAUST PLUG YOU CAN PERSONALIZE

Tapered silicone design fits mini to big bikes. Keep your exhaust system free of mud and water during washing. Graphic band allows you to personalise each exhaust plug.

M24 MUD SCRAPER - THE PERFECT DIRT MUD TOOL FOR REMOVING MUD QUICK & EASY

The perfect tool for removing mud quick & easy. Rounded edges won't scratch like a screwdriver. Different size ends with center grip remove mud quick and easy. Use before power washing to save water and speed cleanup between motos.

For Dealer enquiries contact | **w:** www.decade-europe.com | **e:** info@decade-europe.com | **t:** 01792-469811

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